

RESERVED

## PATENT SPECIFICATION



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## COMPLETE SPECIFICATION.

## Improvements in or relating to Motor-Car Bodies

I, HETI FLEMMING, formerly HETI VETTESLEIN, of 63a, Fischerhüttenstrasse, Zehlendorf, Berlin, Germany, formerly residing at Dahlem, Berlin, 5 Germany, a German citizen, do hereby declare the nature of this invention, and in what manner the same is to be performed to be particularly described and ascertained in and by the following statement:—

This invention relates to improvements in motor car bodies.

Open motor cars have already been proposed, in which within the body behind 15 the seats there are provided luggage compartments or spaces which are closed off towards the top by plate-like or door-like covers.

This cover is furnished not only to close 20 the luggage space but also for reasons associated with the streamline form or for the sake of obtaining a proper continuity of the body. The spaces in question are employed for storing luggage or also for 25 the provision of emergency seats, which may only be used after the cover has been folded back or removed.

Motor cars of this type are frequently 30 equipped with roof constructions for the purpose of closing the car, these constructions comprising foldable pieces of fabric or also rigid wall portions. In many cases when not in use the roof or hood is accommodated in the luggage space or in 35 a separate recess situated in front of the latter; although usually it rests on the said cover of the luggage compartment or over the rear end of the body. In this case it will prevent the rear compartment from 40 being employed for emergency seats and moreover will not lend to the appearance of the body. It also has the disadvantage that it cannot be employed as a roof or hood for emergency seats located in the 45 rear compartment, which in the case of bad weather require to remain uncovered.

According to the invention a motor car body has a rear compartment in which one or more emergency seats may be disposed 50 and wherein the said compartment is provided with a cover plate connected with tilting members on the sides of the car whereby the said cover plate may be

swung forward to provide a roof when it is desired to convert the body from open to closed. 55

When the car is open the cover plate normally covers the rear compartment, but on the emergency seats being put into use the cover plate may be swung or moved backwards towards the rear of the car. 60

A flexible foldable wall or a rigid roof section is pivotally connected to the rear edge of the cover plate so that when the cover plate is raised to act as a roof the emergency seats are also covered. 65

In order that the invention may be more clearly understood reference will now be made to the accompanying drawings which show by way of example the preferred embodiments thereof. 70

In the drawings:

Fig. 1 shows diagrammatically in elevational view a motor car in which the cover plate for the rear compartment is connected with a foldable rear wall, whilst 75

Fig. 2 is the elevational view of a car in which the cover plate is connected with a rigid rear wall. 80

Fig. 3 shows in section a device for locking the cover plate to a door of the car. 85

In the drawings like references designate the same or similar parts. 90

In Figs. 1 and 2 the full lines show an open car with merely the rear compartment closed by the cover. The lines represented by dashes show the cover plate with the rear wall and the tilting arms or hoop when the car is closed, and the dotted lines show the compartment cover and the tilting arms or hoop when both the car as well as the rear compartment are open. 95

The cover plate or sheet *a* is connected by joints *b* with the tilting arms *c*, which in turn are secured by the joints *d* to the inner side walls *e* of the car. To close the car the cover *a* is drawn inclinedly upwards towards the front by its front edge *f* until it moves against the upper edge *g* of the frame of the wind-screen. The tilting arms *c* pivoted to the rear end of the cover *a* swing upwards about the point *d* into the position *cl*, whilst the cover assumes the position *al*. The cover now constituting the roof is secured in this position by 100

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an expanding joint *h* of the usual kind. A foldable rear wall *k* composed of flexible material is secured on the one hand to the rear wall of the luggage compartment and on the other hand to the rear edge of the cover plate *a*, and upon the movement of the cover plate *a* into the position *a*1 this wall is tensioned by the expanding joint and held in this position over the rear compartment, in which there may be located emergency seats.

As stated, the tilting members *c* may either be separate in the form of arms or they may be connected to form a hoop, and in place of the foldable rear wall *k* according to Fig. 1, form with the rear wall *k*1 a rigid bulging hood which may be pivoted to the cover *a* (Fig. 2). This rear wall can swing about the joint *d*1 and slide past the back of the rear compartment into which it can be lowered.

The tilting arms *c* may, in their lifted position, conveniently form stops for the doors and by constructing channels in their forward edges they may also serve as guides for the sliding windows.

By disposing the pivot *b* below the lower edge *l* of the plate *a* it is possible, when tilting members assume the position *c*2, to fold over the cover *a* through about 180° towards the rear into the position *a*2, so that the cover may then act as luggage rest and the compartment *m* will also not be covered when the car is open. If the joint *b* is mounted to be shiftable on the plate *a*, the plate may be displaced towards the rear when the tilting members are in the position *c*.

Fig. 3 is a section along the line A—B in Fig. 1, and shows a possible form of embodiment of a locking device *n*, by means of which the cover *a* may be connected not only in the case of open car with the side doors *o* or the side walls but also in the case of closed car with the side portions *p* of the frame of the wind-screen.

This folding roof construction may be employed on desired vehicles, including those having a plurality of axles.

It will be understood that no restriction is made to the specific forms of embodiment shown in the drawing, and that numerous modifications are quite possible within the meaning of the above description and the annexed claims without departing from the spirit of the invention.

Having now particularly described and ascertained the nature of my said inven-

tion, and in what manner the same is to be performed, I declare that what I claim is:—

1. A motor car body having a rear compartment in which one or more emergency seats may be disposed, wherein the said compartment is provided with a cover plate connected with tilting members on the sides of the car whereby the said cover plate may be swung forward to provide a roof when it is desired to convert the body from open to closed.

2. A motor car body according to claim 1 wherein the car is open the tilting members normally allow the cover plate to cover the rear compartment seats and which when the emergency seats are put into use allow of the cover plate being swung through about 180° backwards towards the rear of the car.

3. A motor car body according to claim 1 wherein the rear edge of the cover plate is connected by means of a flexible foldable wall to the back of the rear compartment whereby, when the cover plate is raised to act as a roof, the emergency seats are also covered.

4. A motor car body according to claim 1, wherein a rigid rear wall is connected to the rear edge of the cover plate so that when the cover plate is raised to act as a roof the rigid wall covers the emergency seats, a space being provided to house the said wall when lowered.

5. A motor car body according to claim 1, in which the tilting members are pivoted to the lower side of the cover in front of its meeting line with the rear wall.

6. A motor car body according to claim 1 in which the tilting members in their raised position form stops for the doors or the guides for the sliding windows.

7. A motor car body according to claim 1, in which on the edges of the cover there is provided a locking or latching device, by means of which the cover may be connected with the frame of the wind-screen or the doors of the car.

8. A motor car body having its parts constructed, arranged and adapted for co-operation substantially as described or as shown in the accompanying drawings.

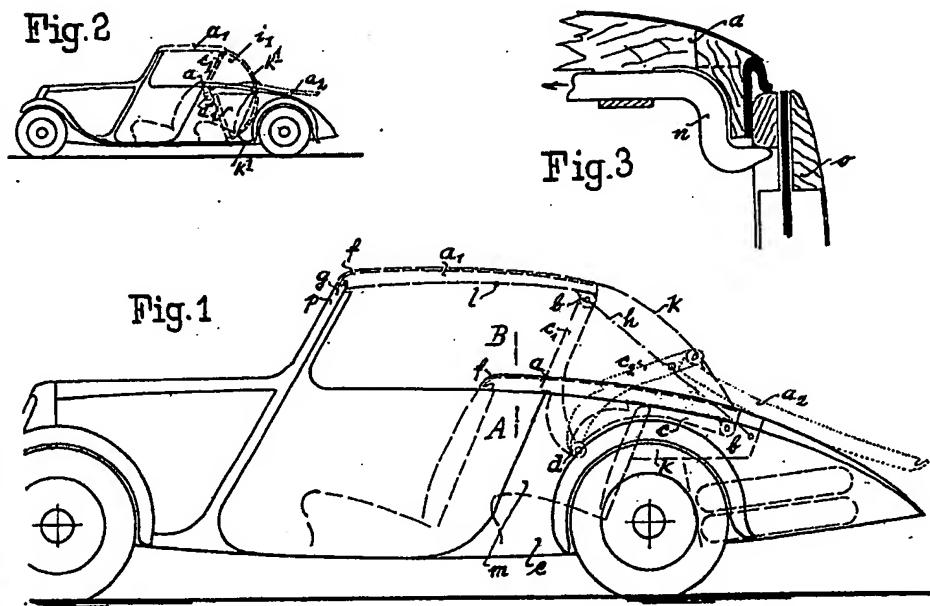
Dated this 4th day of May, 1936.

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**455,769 COMPLETE SPECIFICATION**

1 SHEET

[This Drawing is a reproduction of the Original on a reduced scale.]



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